### 2003

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### Special Locality Report 115

City of Harrisonburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route		Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
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11) Main St		0.91	13000	F	96%	0%	1%	1%	1%	0%	F	0.092	F	0.549	15000	F	2003
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11) Main St		1.77	20000	F	96%	1%	1%	1%	2%	0%	F	0.087	F	0.510	21000	F	2003
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11 S Main St		0.87	17000	F	96%	1%	1%	1%	2%	0%	С	0.087	F	0.527	19000	F	2003
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Liberty St		0.70	4500	F	96%	1%	1%	1%	1%	0%	С	0.085	F		4900	F	2003
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÷	Combined	Traffic:	9700	N	96 <u>%</u>	1%	1%	1%	1%	0%	Ν	NA			11000	Ν	
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33) W Market S	Street	1.11	10000	F	95%	1%	1%	1%	2%	0%	F	0.086	F	0.585	11000	F	2003
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33 W Market S	Street	0.61	11000	F	95%	1%	1%	1%	2%	0%	С	0.099	F	0.609	12000	F	2003
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33 W Market S	Street	0.16	4400	F	95%	1%	1%	1%	2%	0%	F	0.087	F	0.632	4800	F	2003
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33) (11) Main		0.02	7000	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7600	N	2003
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Route		Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
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					To:		U	JS 33									
					From:		SCL H	arrisonbu	rg								
42 S High Street		0.13	16000	F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.536	17000	F	2003
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42 S High Street		1.27	19000	F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.507	21000	F	2003
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42 S High Street		0.40	20000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.529	21000	F	2003
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(42) S High Street		0.55	19000	F	96%	0%	1%	1%	1%	0%	F	0.082	F	0.502	21000	F	2003
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42) Virginia Ave		0.44	10000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.555	11000	F	2003
					To			5th St									
42 Virginia Ave		0.60	9800	F	From: 96%	0%	1%	1%	1%	0%	С	0.089	F	0.586	11000	F	2003
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$\overline{}$					To: From:			inton Pike									
42 Virginia Ave		0.83	12000	F	96 <u>%</u>	0%	1%	1%	1%	0%	F	0.088	F	0.58	13000	F	2003
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81)		0.50	22000	F	71%	1%	2%	1%	24%	2%	F	0.072	F		22000	F	2003
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South South 81	Combined  Combined  Combined	Traffic:  1.01 Traffic:  2.63 Traffic:  1.50 Traffic:	23000 45000 24000 48000 23000 47000	F F F F	73%  From	1% 1% 1% 1% 1% 1% 1%	2%	1% 1% larrisonbu arrisonbu 1% 1% 1% US 11 1% 1% lic Road 8 1% 1% US 33 1%	23% rg 21% 23% 21% 23% 21% 23% 22-659 21% 23% 21% 23%	2% 2% 2% 2% 2% 2% 2%	F F C C	0.07 NA 0.102 NA 0.069 NA	F B		23000 45000 23000 47000 23000 47000 24000	F F F F F	2003
South South South South South	Combined  Combined  Combined	Traffic:  1.01 Traffic:  2.63 Traffic:  1.50 Traffic:	23000 45000 24000 48000 23000 47000	F F F F	73%  From	1% 1% 1% 1% 1% 1% 1%	2% 2% NCL H  SCL H  1% 2% U  1% C  1	1% 1% larrisonbu arrisonbu 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	23% rg 21% 23% 21% 23% 21% 23% 21% 23% 21% 23%	2% 2% 2% 2% 2% 2% 2%	F F C C	0.07 NA 0.102 NA 0.069 NA	F B		23000 45000 23000 47000 23000 47000 24000	F F F F F	2003
South South South South	Combined  Combined  Combined	Traffic:  1.01 Traffic:  2.63 Traffic:  1.50 Traffic:	23000 45000 24000 48000 23000 47000	F F F F	73% Tro  From  74% 73% To  From  74% 73% To  74% 73% To  74% 73% To  74% 73% To	1% 1% 1% 1% 1% 1% 1%	2% 2% NCL H  SCL H  1% 2% U  1% C  1	1% 1% larrisonbu arrisonbu 1% 1% 1% 1% US 11 1% 1% 1% lic Road 8 1% 1% 1% US 33 1% 1%	23% rg 21% 23% 21% 23% 21% 23% 21% 23% 21% 23%	2% 2% 2% 2% 2% 2% 2%	F F C C	0.07 NA 0.102 NA 0.069 NA	F B	0.503	23000 45000 23000 47000 23000 47000 24000	F F F F F	2003 2003 2003 2003 2003

Table   Tabl																
3 Eastlower Dr 0.44 2300 F 98% 0% 11% 0% 2% 0% 1% 0% 0% 1% 0% 2% 0% 1% 0% 0% 1% 0% 0% 1% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
3 Eastover Dr	City of Harrisonburg								1							
Reservoir No.   Reservoir No	Contover Dr	0.44	2200	_		00/		20/	00/	_	0.110	г	0.702	2600	_	2002
A   E. Washington St	3 Eastover Dr	0.44	2300	г		0%		2%	0%	г	0.118	г	0.703	2600	F	2003
4 E. Washington St							Reservoir St									
A   E. Washington St   0.72   3500   F   94%   1%   3%   2%   1%   0%   0%   0%   0%   0%   0%   0										_		_			_	
## E. Washington St. 0.72   3500   F   94%   1% 3%   2% 1% 50%   1% 00%   C   0.090   F   0.522   3900   F   2003	4 E. Washington St	0.24	3600	F	94%	1%	3% 2%	1%	0%	F	0.104	F	0.526	3900	F	2003
## E. Washington St. 0.72   3500   F   94%   1% 3%   2% 1% 50%   1% 00%   C   0.090   F   0.522   3900   F   2003					To		N Main St		1							
Vise Start   Vis	E. Washington St	0.72	3500	F		1%		1%	0%	С	0.090	F	0.522	3900	F	2003
6 Park Rd	•															
6 Park Rd					From:		SD 42		1							
Mix Climics Pike   Mix Climics	Acorn Dr	1 16	3500	F		0%		2%	0%	C	n na <del>7</del>	F	0 501	3800	F	2003
Series   Park Rd   0.58   2400   F   98%   0%   1%   0%   0%   0%   0%   0%   0	5 /100111 21	1.10	0000	•	_	0 70			070	O	0.007	•	0.001	0000	•	2000
6 Park Rd 0.58 2400 F 98% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%																
Shaak Dr	<u> </u>	0.50	0.400	_		00/			00/	_	0.005	_	0.507	0700	_	0000
Section   Control Ave   Cont	6) Park Rd	0.58	2400	F	98%	0%	1% 0%	0%	0%	C	0.095	F	0.597	2700	F	2003
Park Rd	<u> </u>				To:		Shank Dr		-							
Harmony Rd	6 Park Rd	0.34	1600	F		0%	1% 0%	0%	0%	F	0.109	F	0.598	1700	F	2003
7 Harmony Rd 0.23 1200 F 98% 0% 1% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0	<u> </u>				To:		Harmony Rd									
7 Harmony Rd 0.23 1200 F 98% 0% 1% 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0					From:											
SR 42   SR 4	7 Harmony Rd	U 53	1200	F		በ%		0%	0%	C	0 007	F	0 583	1300	F	2003
WCL Harrisonburg   WCL Harriso	) Harmony Nu	0.20	.200	•		0 /0		J /0	J /0	0	0.001	•	0.000	1000	•	2000
100   Mosby Rd   0.35   6400   F   96%   0%   1%   0%   2%   0%   C   0.093   F   0.525   7000   F   2003					Erem											
Mosby Rd   0.26   7700   F   96%   0%   1%   0%   2%   0%   0	Maak: Dd	0.05	6400	_		00/			00/	_	0.000	_	0.505	7000	_	0000
Mosby Rd	1100) IVIOSDY Ra	0.35	b4UU	r	96%	υ%	1% 0%	2%	υ%	Ċ	0.093	F	0.525	/000	F	2003
Mosby Rd					To: From:		Mosby Ct		-							
Main St   Pear St   Pear St   Pear St   US 11 S Main St   US 11	Mosby Rd	0.26	7700	F		0%	1% 0%	2%	0%	F	0.094	F	0.500	8400	F	2003
Pleasant Hill Rd					To:		Main St									
Pleasant Hill Rd					From:		Pear St		1							
102   Stone Spring Rd   0.65   9700   F   97%   0%   1%   1%   1%   0%   0%   C   0.093   F   0.542   11000   F   2003	Pleasant Hill Rd	0.78	9700	F	98%	0%		1%	0%	С	0.087	F	0.514	11000	F	2003
102   Stone Spring Rd   0.65   9700   F   97%   0%   1%   1%   1%   0%   0%   0   0.093   F   0.542   11000   F   2003	1102) 1 1000011(11111110	0.70	0,00	•	_	0 70			070	0	0.007	•	0.014	11000	•	2000
Stone Spring Rd   0.65   9700   F   97%   0%   1%   1%   1%   0%   C   0.093   F   0.542   11000   F   2003					From:											
Ramblewood Rd   Ramblewood Ramblewood Rd   Ramblewood Ramblewood Ramblewood Ramblewood Rd   Ramblewood Rambewood Ramblewood Ramblewood Ramblewood Ramblewood Ramblewood Ramb	Stone Spring Rd	0.65	9700	F	97%	0%			0%	С	0.093	F	0.542	11000	F	2003
Stone Spring Rd   0.53   9400   F   97%   0%   1%   1%   1%   0%   F   0.093   F   0.577   10000   F   2003	1102				. —											
First   Firs	O 01 0 1 D1	0.50	0.400			00/				_	0.000	-	0.555	40000	-	0000
Pleasant Hill Rd	Stone Spring Rd	0.53	9400	F	_	0%			0%	F	0.093	F	0.577	10000	F	2003
4103) Central Ave 0.14 1600 F 98% 0% 1% 0% 0% 0% 0% C 0.102 F 0.638 1700 F 2003    103					In.		ECL Harrisonbu	rg								
Sharon St																
103   2003   2004   2005   2003   2005   2003   2005   2	(4103) Central Ave	0.14	1600	F	98%	0%	1% 0%	0%	0%	С	0.102	F	0.638	1700	F	2003
103   2003   2004   2005   2003   2005   2003   2005   2003   2005   2					To:		Sharon St									
Naryland Ave   Nary	Central Ave	0.91	990	F		0%		0%	0%	F	0 114	F	0.657	1100	F	2003
S High St	100)	3.51		-		J / 0		2,0		•		•			-	
South Ave   0.52   5700   F   98%   0%   1%   0%   1%   0%   0%   0%   0					From:				<u>_</u>							
S Main St   From	Courth Ave	0.50	E700	_		00/		10/	00/	0	0.00	_	0.514	6200	_	2002
From	1104) South Ave	0.52	5/00	Г		0%		170	0%	C	0.09	Г	0.514	6300	Г	2003
Port Republic Rd 0.71 6400 F 96% 0% 1% 1% 2% 0% F 0.097 F 0.678 7000 F 2003    Turner Ashby Lane   Turner Lane   T																
Port Republic Rd  0.62 18000 F 96% 0% 1% 1% 2% 0% F 0.089 F 0.774 20000 F 2003    To	<u> </u>															
Port Republic Rd 0.62 <b>18000 F</b> 96% 0% 1% 1% 2% 0% F 0.089 F 0.774 20000 F 2003    To	4105) Port Republic Rd	0.71	6400	F	96%	0%	1% 1%	2%	0%	F	0.097	F	0.678	7000	F	2003
Port Republic Rd 0.62 <b>18000 F</b> 96% 0% 1% 1% 2% 0% F 0.089 F 0.774 20000 F 2003    To					To:		Turner Ashby La	ne	]							
To   To   To   To   To   To   To   To	Port Republic Rd	0.62	18000	F		0%			0%	F	0.089	F	0.774	20000	F	2003
Port Republic Rd 0.48 16000 F 96% 0% 1% 1% 2% 0% C 0.088 F 0.535 17000 F 2003    To   S Main St     Main St				·						•						
To: S Main St	O D-4 D 11 D1	0.10	40000	_	From:	001		001			0.000	_	0.505	47000	_	0000
Maryland Ave 0.44 8100 F 96% 0% 1% 1% 2% 0% F 0.09 F 0.541 8900 F 2003    High St	105) Port Republic Rd	0.48	16000	F		υ%		2%	υ%	C	0.088	F	0.535	1/000	F	2003
Maryland Ave 0.44 8100 F 96% 0% 1% 1% 2% 0% F 0.09 F 0.541 8900 F 2003    High St																
To: High St Hi	Mandand Area	0.44	0400	_		00/		20/	00/	_	0.00	г	0.544	0000	_	2000
Cantrell Ave 0.57 11000 F 98% 0% 1% 1% 1% 0% F 0.086 F 0.588 12000 F 2003    Total   Ott St	1105) Iviaryiand Ave	0.44	8100	r		υ%		۷%	υ%	F	0.09	Г	0.541	8900	F	2003
Cantrell Ave 0.57 <b>11000 F</b> 98% 0% 1% 1% 1% 0% F 0.086 F 0.588 12000 F 2003  To Ott St	<u> </u>				10:		High St									
Tak From: Ott St  1106) Cantrell Ave 0.68 13000 F 98 % 0% 1% 1% 1% 0% C 0.086 F 0.552 14000 F 2003					From:		High St									
Tax Ott St  1106) Cantrell Ave 0.68 13000 F 98% 0% 1% 1% 1% 0% C 0.086 F 0.552 14000 F 2003	(4106) Cantrell Ave	0.57	11000	F	98%	0%	1% 1%	1%	0%	F	0.086	F	0.588	12000	F	2003
(4106) Cantrell Ave 0.68 <b>13000 F</b> 98 0% 1% 1% 1% 0% C 0.086 F 0.552 14000 F 2003				_	To:		Ott St			_						_
	Cantrell Ave	0 68	13000	F	From:	0%		1%	0%	<u> </u>	0 086	F	0 552	14000		2003
	100 Carilleli Ave	0.00	10000	•	70 /0	J /0	Reservoir St	1 /0	0 /0	0	0.000	'	0.002	17000		2000

						City of Harrisonb	ourg								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg															
(4106) Cantrell Ave	0.18	9600	F	98% To:	0%	Reservoir St  1%  1%  E Market St	1%	0%	F	0.083	F	0.66	10000	F	2003
				From:			_	1							
Reservoir St	0.97	7300	F	99%	0%	SCL Harrisonbur 1% 0%	<u>g</u> 0%	0%	F	0.091	F	0.652	8000	F	2003
Reservoir St	0.57	16000	F	From: 99%	0%	University Blvd	0%	0%	F	0.093	F	0.557	18000	F	2003
4107 Reservoir St	0.89	9600	F	From: 99%	0%	Eastover Dr 1% 0%	0%	0%	С	0.094	F	0.503	11000	F	2003
4107) Sterling St	0.13	1400	F	From: 95%	1%	E Market St 2% 1%	2%	0%	F	0.105	F	0.519	1600	F	2003
				To: From:		Gay St Sterling St									
Gay St	0.45	2600	F	95%	1%	2% 1%	2%	0%	F	0.097	F	0.667	2900	F	2003
Gay St	0.33	4900	F	95%	1%	Mason St 2% 1%	2%	0%	С	0.091	F	0.52	5400	F	2003
Gay St	0.11	3700	F	95% To:	1%	N High St 2% 1% Chicago Ave	2%	0%	F	0.090	F	0.618	4100	F	2003
				From:		Gay St									
Chicago Ave	0.58	5900	F	98% To:	0%	1% 0% Waterman Dr	0%	0%	С	0.088	F	0.52	6500	F	2003
Chicago Ave	0.43	6300	F	98% To:	0%	Waterman Ave 1% 0%	0%	0%	F	0.091	F	0.52	6800	F	2003
				From:		Mt Clinton Pike	,								
Paul St	0.64	1500	F	98%	0%	Eastover Dr 1% 0%	0%	0%	С	0.104	F	0.512	1700	F	2003
4 <sub>108</sub> ) Paul St	0.14	840	F	From: 98%	0%	Mason St 1% 0%	0%	0%	F	0.115	F	0.591	920	F	2003
4108) 1 dai 31	0.11	0.0	•	To:	070	Main St	070	7,0	•	0.110	•	0.001	020	•	2000
				From:		High St									
Grace St	0.27	3400	F	97%	0%	1% 0%	1%	0%	С	0.091	F	0.595	3800	F	2003
Grace St	0.14	5500	F	97% To:	0%	Main St 1% 0%	1%	0%	F	0.086	F	0.55	6100	F	2003
				From:		Mason St Grace St									
Mason St	0.10	5900	F	99%	0%	1% 0%	0%	0%	F	0.084	F	0.618	6400	F	2003
4109 Mason St	0.20	4200	F	99%	0%	Cantrell Ave	0%	0%	С	0.09	F	0.675	4600	F	2003
4109 Mason St	0.41	5100	F	From: 99%	0%	Paul St 1% 0%	0%	0%	F	0.089	F	0.613	5600	F	2003
<u> </u>				To: From:		Market St									
4109 Mason St	0.44	6200	F	99% To:	0%	1% 0%	0%	0%	F	0.092	F	0.555	6800	F	2003
				From:		Main St									
Wolfe St	0.23	2600	F	98%	1%	N High St 1% 0%	0%	0%	F	0.107	F	0.64	2900	F	2003
4110) Wolfe St	0.69	1200	F	98%	1%	N Main St 1% 0%	0%	0%	С	0.102	F	0.548	1300	F	2003
				To: From:		Old Furnace Rd Wolfe St									
Old Furnace Rd	0.29	3100	F	98% To:	1%	1% 0% Viine St	0%	0%	F	0.1	F	0.668	3400	F	2003
				From:		Vine St									
4110 Old Furnace Rd	0.91	2300	F	98%	1%	1% 0%	0%	0%	F	0.105	F	0.633	2500	F	2003
				To:		ECL Harrisonbur	g								

City of Hardsonbury							City of Harrisonb	uig								
Country Club Dr	Route	Length	AADT	QA	4Tire	Bus		•••	2Trail	QC		QK		AAWDT	QW	Year
Fig.   Country Club Dr   Cou	City of Harrisonburg															
Time   Country Club Dr   0.85   12000   F   58%   6%   1%   6%   6%   6%   6%   6%   6	<u> </u>														_	
### Country Club Dr   0.85   12000   F   89%   0%   1%   0%   0%   0%   0%   F   0.097   F   0.531   14000   F   200	(4113) Country Club Dr	0.76	8300	F	98%	0%	1% 0%	0%	0%	С	0.099	F	0.515	9000	F	2003
1173   Country Club Dr   0.85   12000   F   88%   0%   1%   0%   0%   0%   0%   F   0.097   F   0.531   14000   F   200					To:		Linda Lane		-							
The North Process of Part	Country Club Dr	0.85	12000	F		0%	1% 0%	0%	0%	F	0.097	F	0.531	14000	F	2003
Fig.   Charles   Charles					To:		US 33									
Section   Color   Co					From:		Noll Dr									
No.001   N	Kratzer Ave	0.12	2800	F	93%	0%		4%	0%	F	0 112	F	0.750	3100	F	2001
113  Liberty St	A114) Malzer Ave	0.12	2000	•	_	070		770	070	'	0.112	•	0.700	3100	'	200
Table   Liberty   St   0.25   2900   F   92%   1%   2%   1%   4%   0%   F   0.109   F   0.6   3100   F   200																
	Librart of	0.05	0000	_		40/		40/	00/	_	0.400	_	0.0	0400	_	000
Liberty St   0.32   S100   F   93%   0%   2%   1%   4%   0%   C   0.098   F   0.571   5500   F   200	Liberty St	0.25	2900	F	92%	1%	2% 1%	4%	0%	F	0.109	F	0.6	3100	F	2003
1130   Liberty St   0.32   5100   F   93%   05%   25%   15%   45%   05%   C   0.098   F   0.571   5500   F   200					To: From:		Kratzer Rd									
Figure   F	4115) Liberty St	0.32	5100	F		0%	2% 1%	4%	0%	С	0.098	F	0.571	5500	F	2003
LibertySt   0.32   3600   F   29%   1%   2%   1%   4%   0%   F   0.091   F   0.552   4000   F   200					To		Edom Dd		L							
Chartes St	LibertySt	0.22	2600	_		10/		10/	00/	_	0.001	_	0.552	4000	_	200
1119   Pike Church Rd	LibertySt	0.32	3000	-	92 /0	1 /0	2/0 1/0	4 /0	0 /0	ı	0.091	ı	0.552	4000	•	200
NCL Harrisonburg   NCL Harriso					From:				-							
1110   Pike Church Rd	4115) Liberty St	0.80	3200	F	92%	1%	2% 1%	4%	0%	С	0.096	F	0.512	3400	F	200
118   Pike Church Rd					To:		NCL Harrisonbur	g								
110   Pike Church Rd					From:		S Main St									
WCL Harrisonburg   Modely Rd   Modely Rd	Pike Church Rd	0.14	1800	F	92%	1%		5%	0%	С	0.106	F	0.57	2000	F	200
1119   Pear St   1.09   3000   F   99%   0%   1%   0%   0%   0%   0%   0%   0	¥11.0				_											
Pear St   1.09   3000   F   99%   0%   1%   0%   0%   0%   0%   0%   0					Erom:											
Pleasant Hill Rd	Daniel Ot	4.00	0000	_		00/		00/	00/	_	0.000	_	0.500	0000	_	000
WCL Harrisonburg   Shigh St	Pear St	1.09	3000	F	_	0%			0%	C	0.088	F	0.509	3300	F	200
Family   F					10:		Pleasant Hill Rd									
SHigh St	_				From:		WCL Harrisonbur	g								
SCI-Harrisonburg   Fire   SCI-Harrisonburg   Fire   SCI-Harrisonburg   Fire   SCI-Harrisonburg   Fire   Fire   Sci   S	Erickson St	0.72	7400	F	96%	0%	1% 1%	2%	0%	С	0.088	F	0.622	8100	F	200
119   Garbers Church Rd   0.05   3200   F   95%   0%   1%   2%   2%   0%   F   0.106   F   0.624   3500   F   200	$\mathcal{O}_{1}$				To-		S High St									
Garbers Church Rd 0.05 3200 F 95% 0% 1% 2% 2% 0% F 0.106 F 0.624 3500 F 200					From:		SCL Harrisonbur	o								
Trickson St   Trickson Net   Trick	Garbers Church Rd	0.05	3200	F	95%	0%			0%	F	0.106	F	0.624	3500	F	200
119   Garbers Church Rd   1.48   2900   F   95%   0%   1%   2%   2%   0%   0%   0	4119	0.00		-	_					•	00	•	0.02	0000	•	
119   Garbers Church Rd   1.48   2900   F   95%   0%   1%   2%   2%   0%   C   0.099   F   0.631   3100   F   200					From:											
US 33 Market St   US 34 Market St   US 34 Market St   US 34 Market St   US 36 Market St   US 37 Market St   US 37 Market St   US 38 Mark	Garbers Church Rd	1.48	2900	F	95%	0%		2%	0%	С	0.099	F	0.631	3100	F	200
119   Switchboard Rd   0.20   1600   F   95%   0%   1%   2%   2%   0%   F   0.113   F   0.561   1700   F   200																
NCL Harrisonburg   82-910   NCL Harrisonburg   82-910   NCL Harrisonburg   82-910   NCL Harrisonburg   NCL	0.5.1.1.1.1.1.1.1					201				_		_	2 = 2 4	4=00	_	
1120   Waterman Dr   0.84   4200   F   94%   1%   2%   1%   3%   0%   C   0.091   F   0.507   4600   F   200	Switchboard Rd	0.20	1600	F					0%	F	0.113	F	0.561	1700	F	200
Waterman Dr   0.84   4200   F   94%   1%   2%   17%   3%   0%   C   0.091   F   0.507   4600   F   200	<u> </u>				10:		NCL Harrisonburg, 82	2-910								
Chicago Ave   WCL Harrisonburg   WCL Harrisonburg	_				From:		W Market St									
Mt Clinton Pike   0.19   6200   F   95%   0%   2%   1%   2%   0%   F   0.106   F   0.570   6800   F   200	4 <sub>120</sub> Waterman Dr	0.84	4200	F	94%	1%	2% 1%	3%	0%	С	0.091	F	0.507	4600	F	200
Mt Clinton Pike   0.19   6200   F   95%   0%   2%   1%   2%   0%   F   0.106   F   0.570   6800   F   200	$\mathcal{O}_{\mathcal{I}}$				To:		Chicago Ave									
Mt Clinton Pike   0.19   6200   F   95%   0%   2%   1%   2%   0%   F   0.106   F   0.570   6800   F   200					From:		WCL Harrisonbur	·o								
College Ave	Mt Clinton Pike	0.19	6200	F	95%	0%			0%	F	0.106	F	0.570	6800	F	200
Mt Clinton Pike   0.10   6400   F   95%   0%   2%   1%   2%   0%   F   0.107   F   0.563   7000   F   200	4121) Wit Gill Holl I like	0.10	0200	•	0070	0 70		270		•	0.100	•	0.070	0000	•	200
Mt Clinton Pike   0.37   7200   F   95%   0%   2%   1%   2%   0%   C   0.095   F   0.533   7900   F   200									-							
Mt Clinton Pike   0.37   7200   F   95%   0%   2%   1%   2%   0%   C   0.095   F   0.533   7900   F   200	4121) Mt Clinton Pike	0.10	6400	F	95%	0%	2% 1%	2%	0%	F	0.107	F	0.563	7000	F	200
Mt Clinton Pike   0.37   7200   F   95%   0%   2%   1%   2%   0%   C   0.095   F   0.533   7900   F   200					To:		Chicago Ave									
To:   SR 42 Virginia Ave   Virgini	Mt Clinton Pike	0.37	7200	F		0%		2%	0%	С	0.095	F	0.533	7900	F	200
Mt Clinton Pike   1.29   7200   F   95%   0%   2%   1%   2%   0%   F   0.093   F   0.513   7900   F   200										-						
Mt Clinton Pike  1.29  7200  F  95%  0%  2%  1%  2%  0%  F  0.093  F  0.513  7900  F  200  F  100  N Main St  Virginia Ave  1122)  Edom Rd  0.21  2500  F  97%  0%  1%  0%  1%  0%  1%  0%  1%  0%  F  0.105  F  0.615  2800  F  200  100  100  100  100  100  100					From:											
To N Main St    Virginia Ave     Virginia Ave	Mt Clinton Pike	1.29	7200	F	95%	0%		2%	0%	F	0.093	F	0.513	7900	F	200
1122  Edom Rd	$\mathcal{L}$															
Edom Rd 0.21 2500 F 97% 0% 1% 0% 1% 0% F 0.105 F 0.615 2800 F 200    S High St					From:				1							
To   N Liiberty St   S High St   S High St   Liberty St   D.15   2100   F   97%   0%   1%   0%   1%   0%   C   0.090   F   0.836   2200   F   200   C   200   200   C   200   200   C   200   200   C   200   C   200   C   200   C   200   C   200   C   200   200   C   200   20	Edom Pd	0.04	2500	_		Ω0/		10/	00/	Е	0.405	_	0.615	2000	E	200
Bruce St 0.15 2100 F 97% 0% 1% 0% 1% 0% C 0.090 F 0.836 2200 F 200    S High St	4122) EUUIII KU	0.21	<b>∠</b> 500	Г		υ%		170	U%	Г	0.105	Г	0.015	2000	Г	∠00
Bruce St 0.15 2100 F 97% 0% 1% 0% 1% 0% C 0.090 F 0.836 2200 F 200    To   Liberty St     Liberty St							N Liiberty St									
To Liberty St    Struce St   0.22   1600   F   97%   0%   1%   0%   5   0.105   F   1800   F   200													-	-		
Hard Bruce St 0.22 <b>1600 F</b> 97% 0% 1% 0% 1% 0% F 0.105 F 1800 F 200	Rruce St	0.15	2100	F	97%	0%	1% 0%	1%	0%	С	0.090	F	0.836	2200	F	200
4124) Bruce St 0.22 <b>1600 F</b> 97 0% 1% 0% 1% 0% F 0.105 F 1800 F 200	4124) Didoc Ot															
	4124) Bruce or				To:		Liborty C+									
		0.22	1600			∩º/₋		10/-		F	0 105	F		1200	F	2001

						City of Harrisonburg								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg														
O Kanadatawa Dal	0.70	0000	_	From:	40/	Country Club Rd	00/	_	0.407	_	0.000	0000	_	0000
Keezletown Rd	0.76	2000	F	95%	1%	2% 1% 1%	0%	F	0.107	F	0.602	2200	F	2003
						ECL Harrisonburg								
Croondolo Pd	1.05	2400	_	From:	1%	Pleasant Valley Rd	00/	_	0.105	_	0.626	2400	_	2002
Greendale Rd	1.05	3100	F	95% To:	170	2% 1% 1% ECL Harrisonburg	0%	С	0.105	F	0.626	3400	F	2003
				From:										
Discount Valley Dd	0.67	4000	_		1%	SCL Harrisonburg 1% 3% 8%	00/	_	0.006	_	0.555	E200	F	2002
Pleasant Valley Rd	0.67	4800	F	87%	170	RTE 710 Greendale Rd	0%	F	0.096	F	0.555	5200	Г	2003
				From:		Greendale Rd								
Pleasant Valley Rd	0.73	6700	F	87%	1%	1% 3% 8%	0%	С	0.093	F	0.521	7300	F	2003
				To:		S Main St								
				From:		Hartman Dr on North End								
2nd Street		290	F						0.111	F		320	F	2003
				To:		Willow St on South End								
				From:		Clay St	1							
Alleghany Ave		150	F						0.119	F		170	F	2003
				To:		Star Crest Dr								
				From:		Star Crest Dr								
Blue Ridge Rd		3900	F	<u> </u>					0.091	F		4300	F	2003
				To:		Country Club Dr								
				From:		Monument Ave								
Bluestone St		160	F						0.137	F		170	F	2003
				To:		Dead End								
				From:		Star Crest Dr	Ī							
Broad View Dr		450	F	<u> </u>		Star Crost Dr			0.106	F		490	F	2003
				To:		Sparrow Ct								
				From:		N. Mason St								
Campbell St		280	F						0.096	F		310	F	2003
•				To:		Ott St								
				From:		Reservoir St								
Carlton St		6400	F						0.107	F		7000	F	2003
				To:		Market St								
				From:		S. Dogwood Dr	Ī							
Cedar St		150	F						0.13	F	0.571	160	F	2003
				To:		West Ave								
				From:		N. Liberty St								
Charles St		2100	F	<u> </u>		14. Electry St			0.111	F		2300	F	2003
				To:		N Main St								
				From:		Country Club	Ī							
Clay St.		250	F	<u> </u>		Country Club			0.143	F		270	F	2003
olay oli			-	To:		Alleghany Ave			011.10	•			·	
				From:		Jefferson St	1							
Clinton St		260	F	<u> </u>		Jenerson St			0.104	F	0.517	280	F	2003
Omiton of		_50	•	To:		N Main St			5.10→	•	0.017	_00	•	_000
				From:		Orchard La								
Crawford St		1400	F			Offilalu La			0.147	F	0.536	1600	F	2003
			•	To:		Port Republic Rd				•	000	. 550	•	_550
				From:		Monument Ave								
Crawford St		1200	F						0.155	F	0.605	1300	F	2003
				To:		Orchard La								
				From:		Hillandale Ave								
Dale Cir.		90	F						0.158	F		90	F	2003
				To:		Hillandale Ave								
				From:		N. Mason St	Ī							
E. Gay St.		4500	F	<u> </u>		TO THOUGH DE			0.095	F		4900	F	2003
, -·			-	To		N. Main St				•			-	_550

				City of Harrisonburg							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Harrisonburg			From:	Maryland Ave							
Ellwood Dr	240	F		Maryianu Ave		0.109	F		260	F	2003
			To	New York Ave							
			From:	N. Dogwood Dr							
Green St	140	F			ì	0.13	F		160	F	200
			To:	WilllowSt							
Hawten Du	200	_	From:	W. Gay St		0.444	_		220	_	200
Hartman Dr	200	F	To:	Second St		0.111	F		220	F	200
			From:	S. Dogwood Dr							
Hillandale Ave	640	F	<u> </u>	3. Dogwood Di		0.148	F		700	F	200
			To:	S. High St.							
			From:	Fairview Ave							
Hillcrest Dr	270	F				0.172	F		290	F	200
			To:	Maplehurst Ave							
			From:	Monument Ave							
Hillside Ave	80	F	To:	D1F-1	1	0.179	F		90	F	200
			From:	Dead End							
Holly Hill Drive	200	F	Fish	Moore St		0.143	F		220	F	200
Tiony Tim Drive	200	•	To-	N Main St		0.140	•		220	'	200
			From:	Valley St							
Monument Ave	1200	F	<u> </u>	vane, se	l	0.143	F		1300	F	200
			To:	Bluestone St							
			From:	Dead End							
Moore St	110	F				0.135	F		120	F	200
			To-	Holly Hill Dr							
			From:	N. Main St							
Newman Ave	850	F	To:	Federal St	1	0.102	F		930	F	200
			From:								
S. Dogwood Dr.	1400	F	110.11.	South Ave		0.092	F		1500	F	200
e. Bogwood Bi.	1100	•	To:	Ridge Rd		0.002	•		1000	•	200
			From:	S. Dogwood Dr							
South Ave	910	F			.!	0.111	F		990	F	200
			To:	Sharps Dr							
			From:	N. Blue Ridge Rd							
Spottswood Dr	130	F			1	0.147	F		140	F	200
			To:	N. Carlton St							
Star Crest Dr	370	_	From:	Blue Ridge Rd		0.118	_		400	_	200
Star Crest Di	370	F	To:	Alleghany Ave		0.116	Г		400	F	200
			From:	Wolfe St							
Statton Rd	48	F	<u> </u>	wolle St		0.177	F	0.611	50	F	200
			To:	W Gay St							
			From:	Jefferson St							
Sutter St	210	F				0.098	F		230	F	200
			To:	Dead End							
		_	From:	Fry Ave		0.15=	_			_	
Valley St	210	F	To:	Man A	1	0.137	F		230	F	200
			From:	Monument Ave .							
W. View St	220	F	From:	S. Mason St		0.126	F		240	F	200
VV. VIGVV OL	220	•	To:	Ott St		0.120	1		2→0	'	200
			From:	Brook Ave							
W. Water St	420	F	<u> </u>		ı	0.145	F		460	F	200
			To:	Academy St	i						

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg				From:		Grace St								
Walnut St		410	F	<u> </u>		Grace St			0.086	F		440	F	2003
				To:		Dead End								
				From:		W Gay St								
Willow St		990	F						0.115	F		1100	F	2003
				To:		Second St								
				From:		Dead End								
Wilson Ave		110	F						0.176	F	0.535	120	F	2003
				To:		N Main St								